



Slow Quarter

Re-Imagining the French Quarter

City of New Orleans
Design Charette – March 8, 2021

Agenda

Welcome and Introduction of Team

Goals of Re-Imagining the French Quarter

French Market Place Updates

Overview of Charette Process

Slow Quarter Concept

Breakout Rooms

Wrap-Up and Next Steps

Welcome and Introduction of Team

Opening Remarks

- Ramsey Green, Deputy CAO, Infrastructure
- District C Councilmember Kristin Gisleson Palmer

Facilitators

- Dan Jatres, Office of Transportation
- Allison Cormier, Neighborhood Engagement Office

Breakout Room Facilitators

- Joanna Farley, City Planning Commission
- Louis Haywood, Department of Public Works
- Django Szilagi, Health Department

Goals of Re-Imagining the French Quarter

Offer a safe, accessible and comfortable environment for residents and visitors to enjoy the French Quarter.

Improve the overall quality of life in the French Quarter with sustainable near- and long-term pedestrian-centric approaches.

Provide creative opportunities that support the full business ecosystem to reopen, recover, and thrive as we move through and beyond COVID-19 restrictions.

Establish an inclusive framework and processes for decision-making that ensures pedestrianization efforts support improved outcomes for all stakeholders.

Moving New Orleans Transportation Action Plan

The Road to Equitable Transportation

Safety

Creating safer street networks for people
who walk, ride, and drive

French Market Place Updates

- New street lighting installed
- Locally designed and constructed parklets will be installed this week
- Social services working with unhoused individuals
- Demonstration continues through at least March 31



Charette Process Overview

Virtual Charette: March 8, 2021

- Presentation: Refined Concept
- Breakout Rooms for Discussion and Feedback

Follow-Up Activities

- Presentation and recordings will be available at www.nola.gov/mayor/french-quarter-pedestrianization
- Concept Survey
- Feedback via Remix Site Plan

Speed and Traffic Safety

Speed Management and Safety

Speed is fundamentally linked to safety

- Higher speeds increase the likelihood of a crash
- Higher speeds increase the severity of a crash

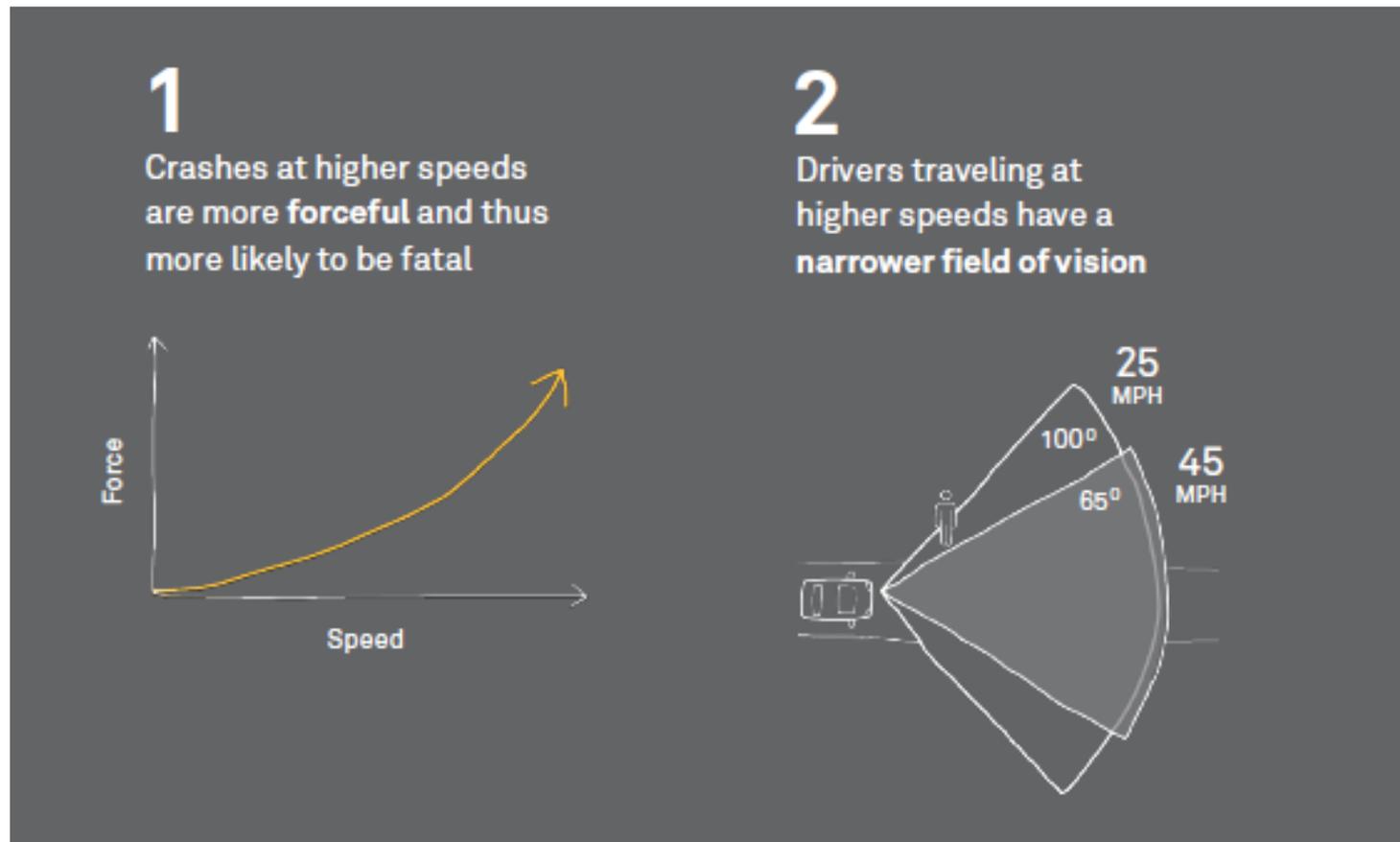
NHTSA: Speed is a factor in 25% of traffic fatalities

- A person hit by a car traveling at 35mph is 5x more likely to die than a person hit by a car traveling at 20mph
- The risk is higher at any speed for older pedestrians and crashes involving large vehicles

By managing speeds, we can save lives

- 10% reduction in the average speed can result in 19% fewer injury crashes, 27% fewer severe crashes, and 34% fewer fatal crashes

How Speed Impacts Safety



How Speed Impacts Safety

Field of Vision

10-15 mph



20-25 mph



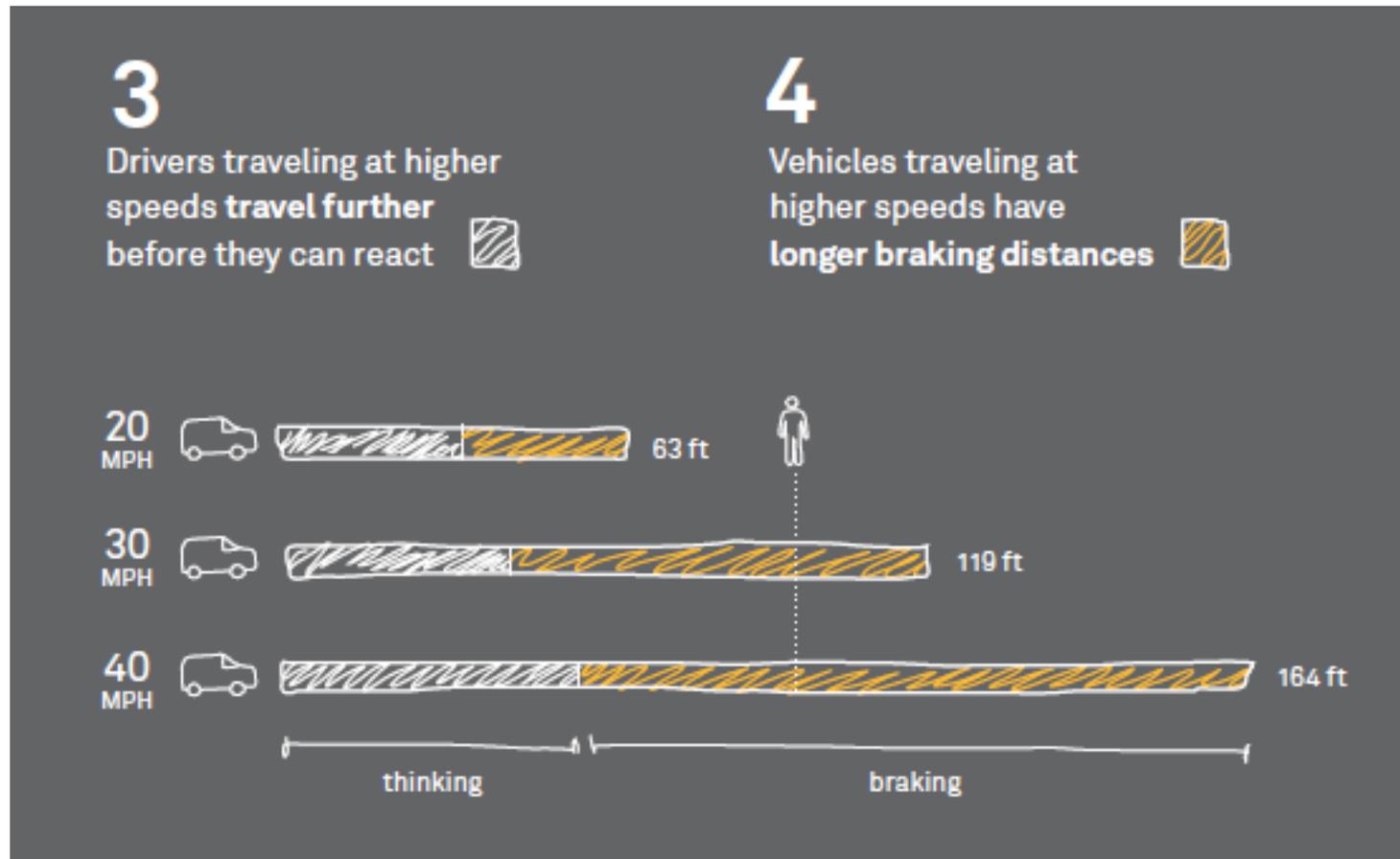
30-35 mph



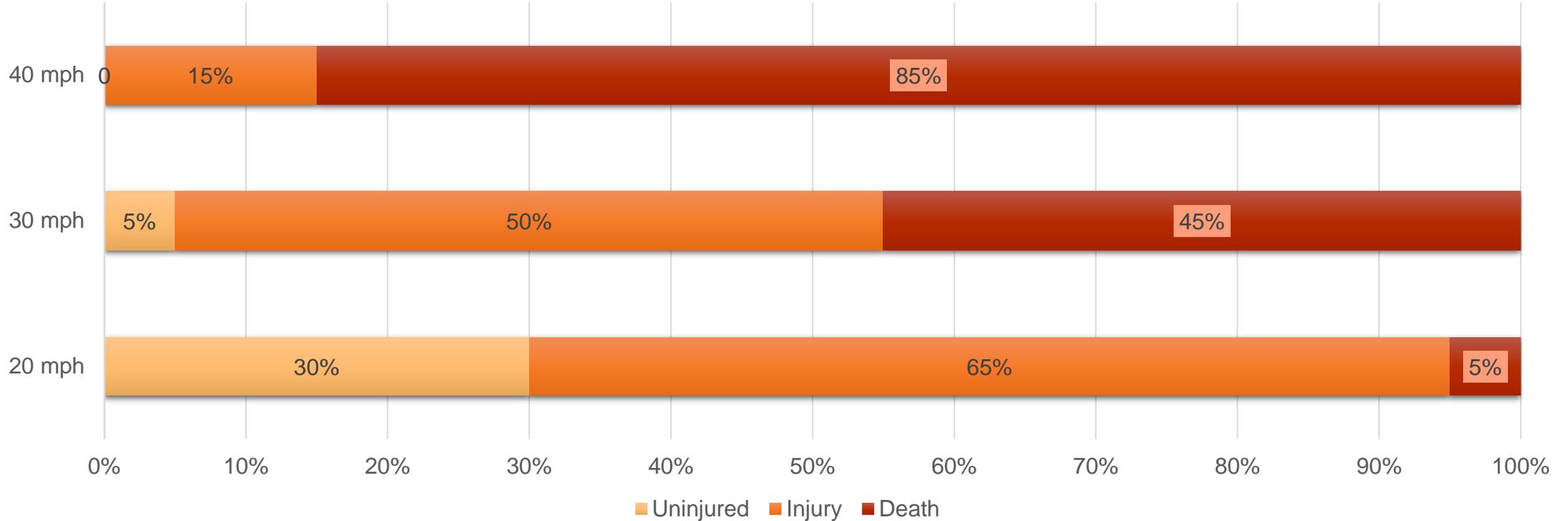
40+ mph



How Speed Impacts Safety



Risk of Injury and Death for People Struck by Cars



University of North Carolina Highway Safety Research Center Safe Routes to School Guide

Crash Data

2014 – 2018: All Modes

French Quarter Crashes

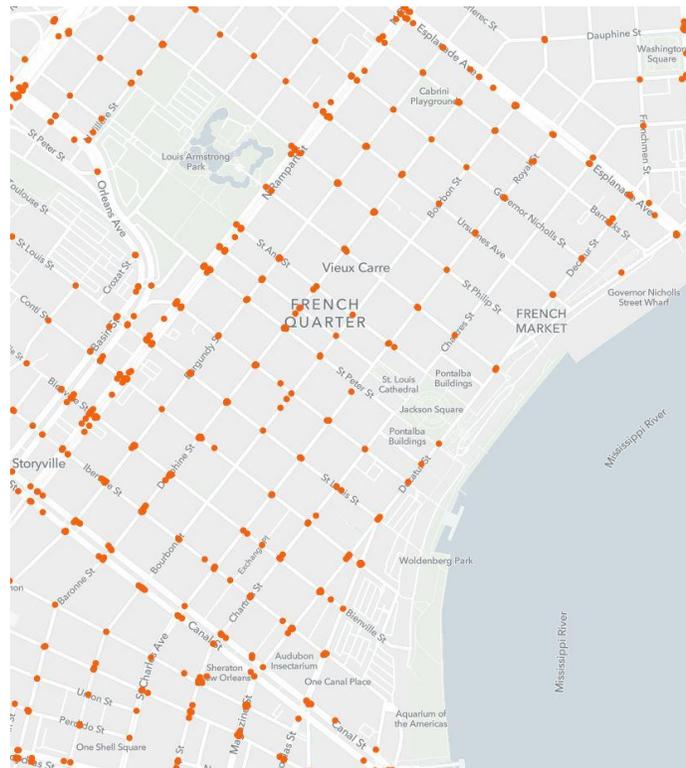
- 4,370 Crashes
- 1,420 Injuries
- 236 Moderate Injuries
- 33 Severe Injuries
- 3 Fatalities

Crash Cost Estimates

- Highway Safety Research Group, LSU
- Economic Value and Loss of Quality of Life
- \$88.5 million/year

Crash Types

Right Angle, Rear End, Sideswipes



Right Angle Crashes



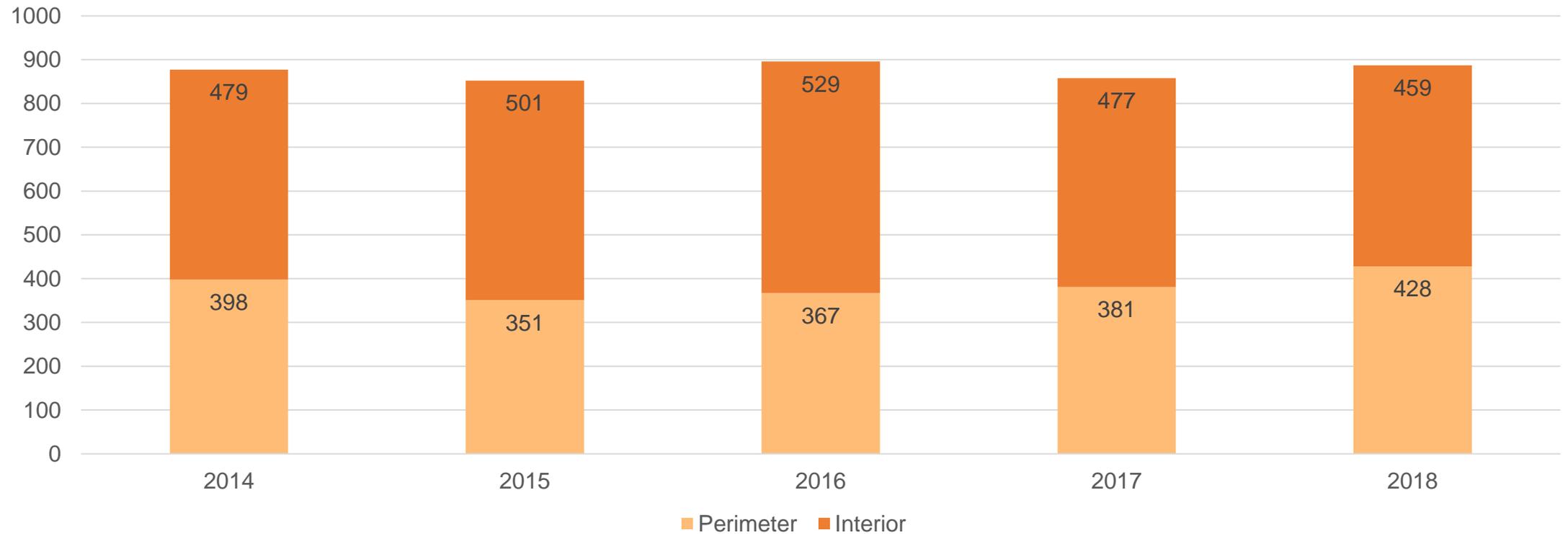
Rear End Crashes



Sideswipe Crashes

Total Crashes

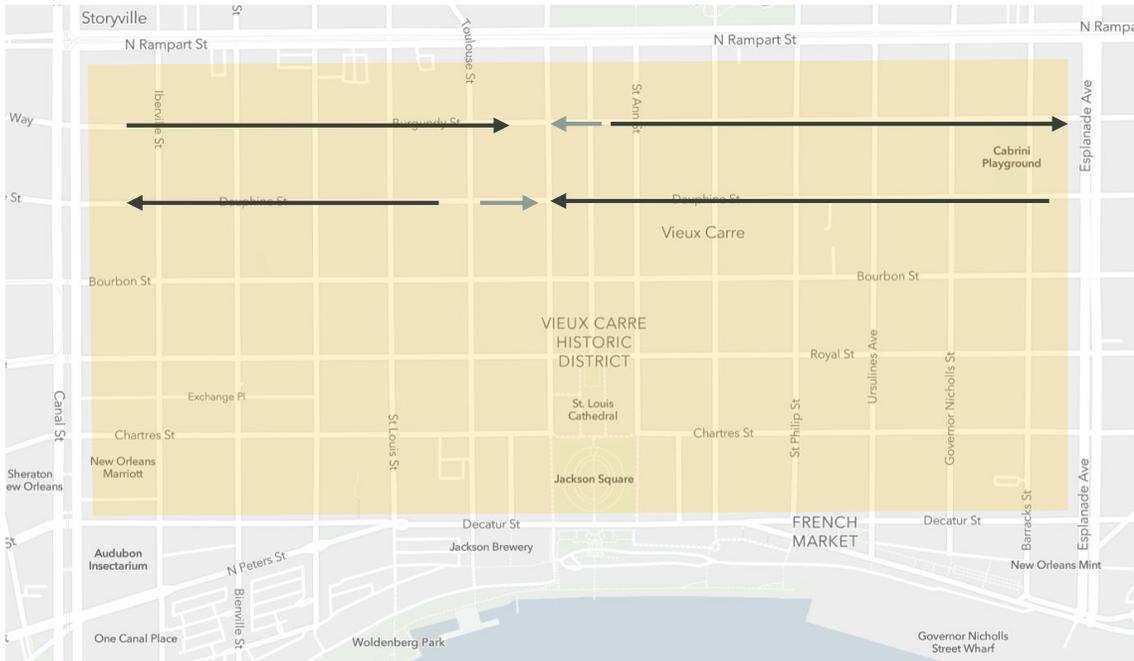
2014 – 2018: All Modes



Slow Quarter
Original Concept

Slow Quarter

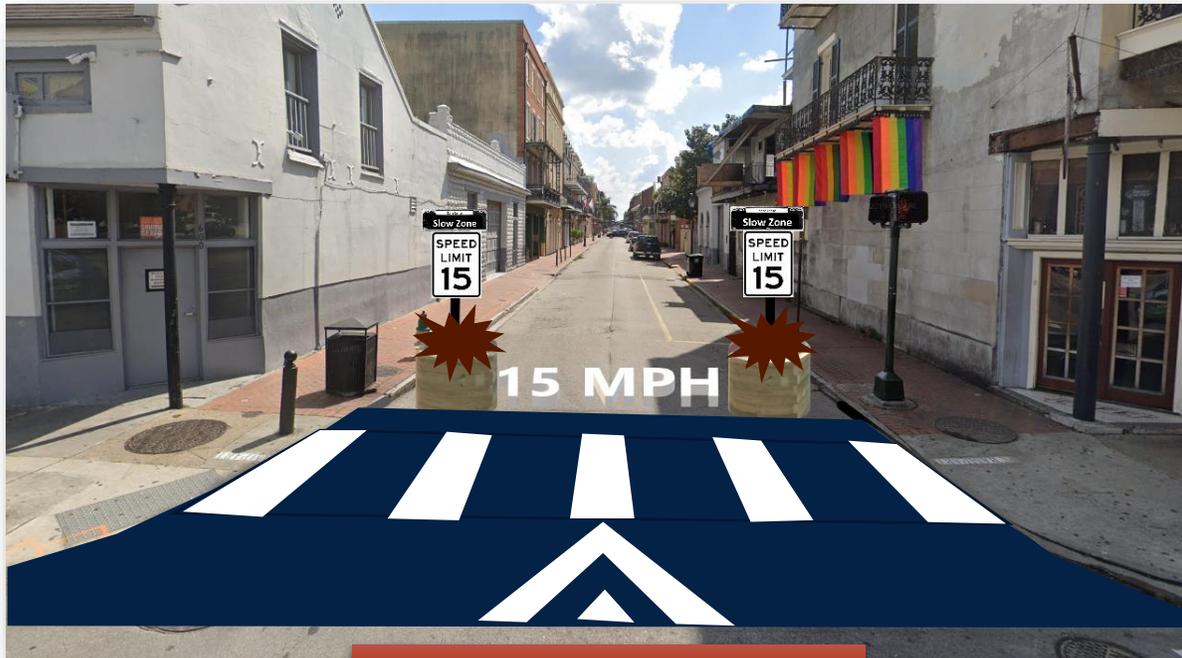
Original Concept



- **Reduced Posted Speeds**
 - Interior Roads: 15mph
 - Perimeter Roads: 20mph
- **Gateway Treatments**
- **Local Traffic Only**
 - Upriver/Downriver Streets – 2 block max travel
 - Reverse travel direction for 1 block on Dauphine and Burgundy with bike contraflow
- **Traffic Calming**
 - Alternating side parking
 - Directional changes or modified Orleans Spine
 - Interior intersection narrowing
- **Layered with other Proposals**

Slow Quarter Elements

Original Concept



▪ Gateway Treatments



▪ Traffic Calming – Alternating Parking



Neighborhood Slow Zone

Refined Concept

- 15 mph speed limit
- Council adopted ordinance
- Anticipated timeline: Mid to late March 2021
- Paired with education, engagement, enforcement



French Quarter Neighborhood Slow Zone

Established by Sec. 154-1203

North Rampart Street (remains 35 mph)

Esplanade Avenue (remains 35 mph)

Canal Street (remains 35 mph)

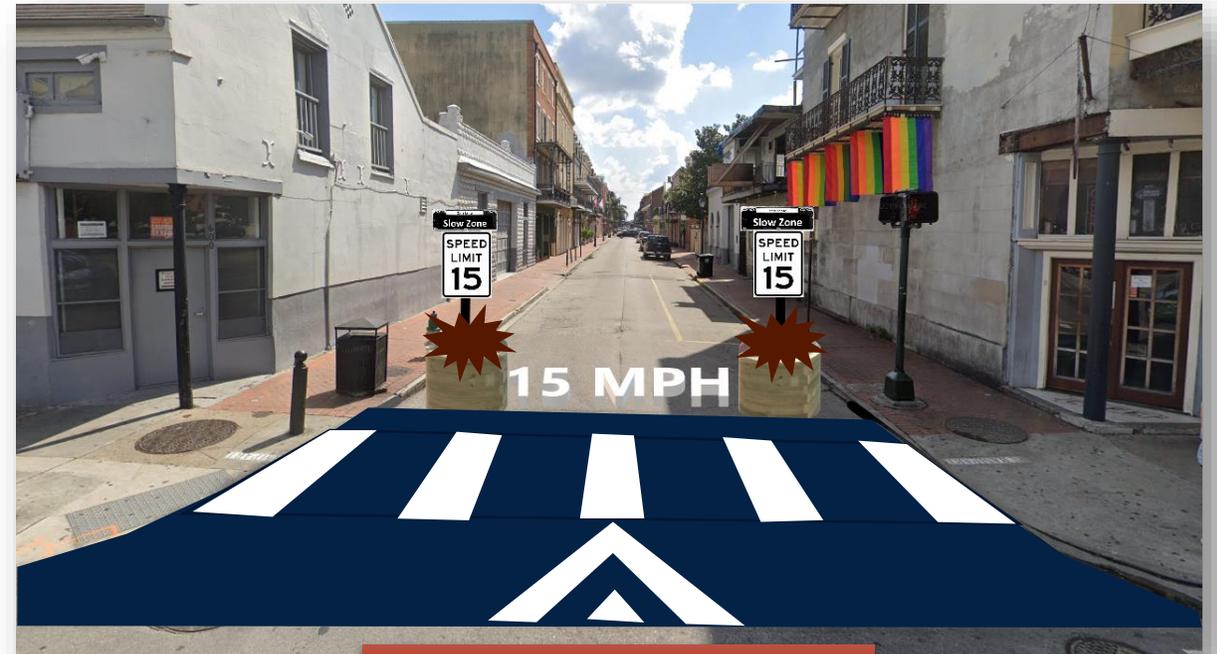
Interior Streets
15 mph



Gateway Treatments

Refined Concept

- Each roadway entrance into French Quarter/15 mph zone
- Raised Crosswalks
- Roadway Narrowing
- Vertical Elements
- Signage
- Pavement Markings



▪ Gateway Treatments

French Quarter Gateway Treatments

Canal

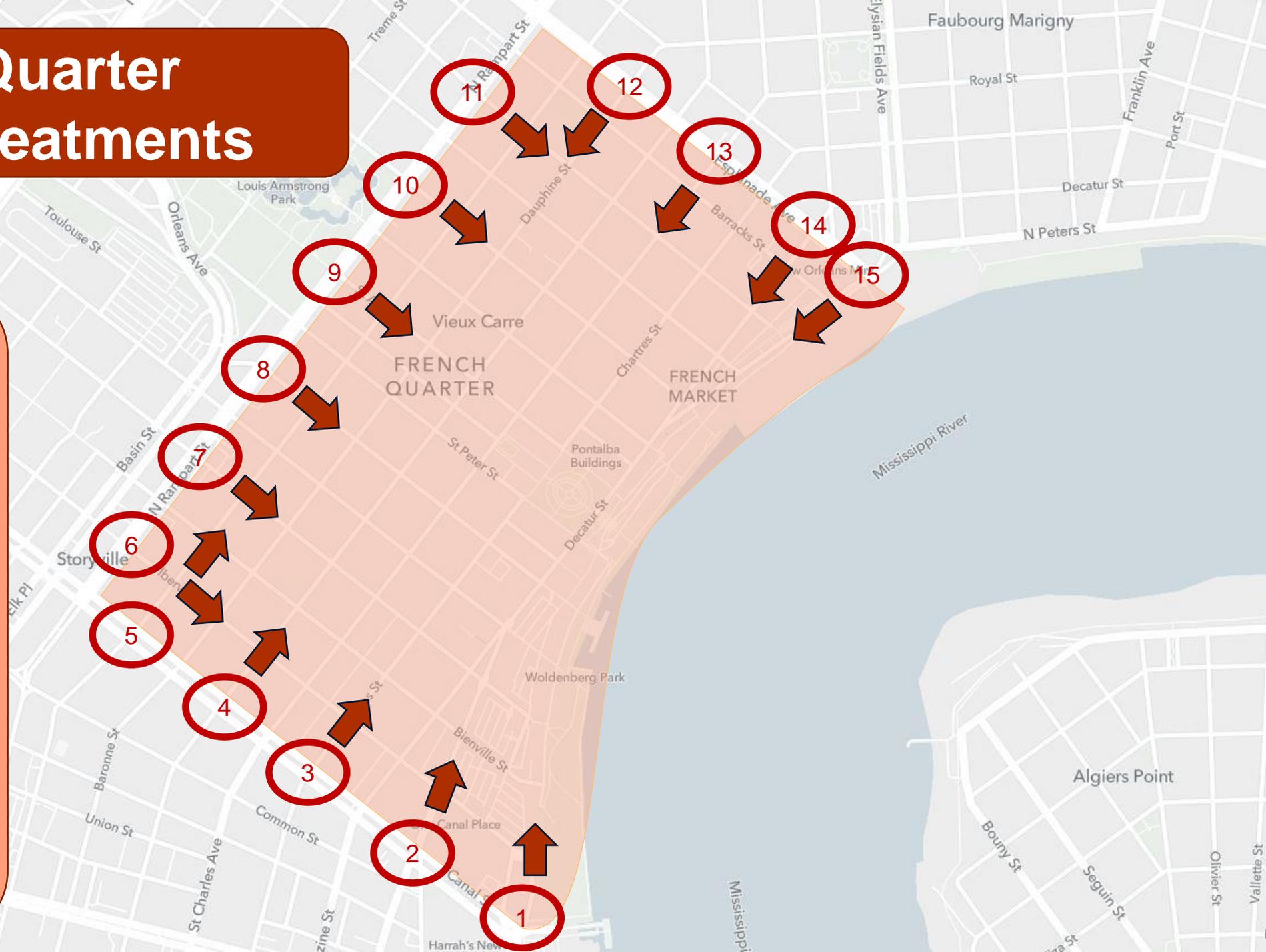
- 1 – Badine E
- 2 – N. Peters
- 3 – Chartres
- 4 – Bourbon
- 5 – Burgundy

N. Rampart

- 6 – Iberville
- 7 – Conti
- 8 – Toulouse
- 9 – St. Ann
- 10 – St. Philip
- 11 – Gov Nicholls

Esplanade

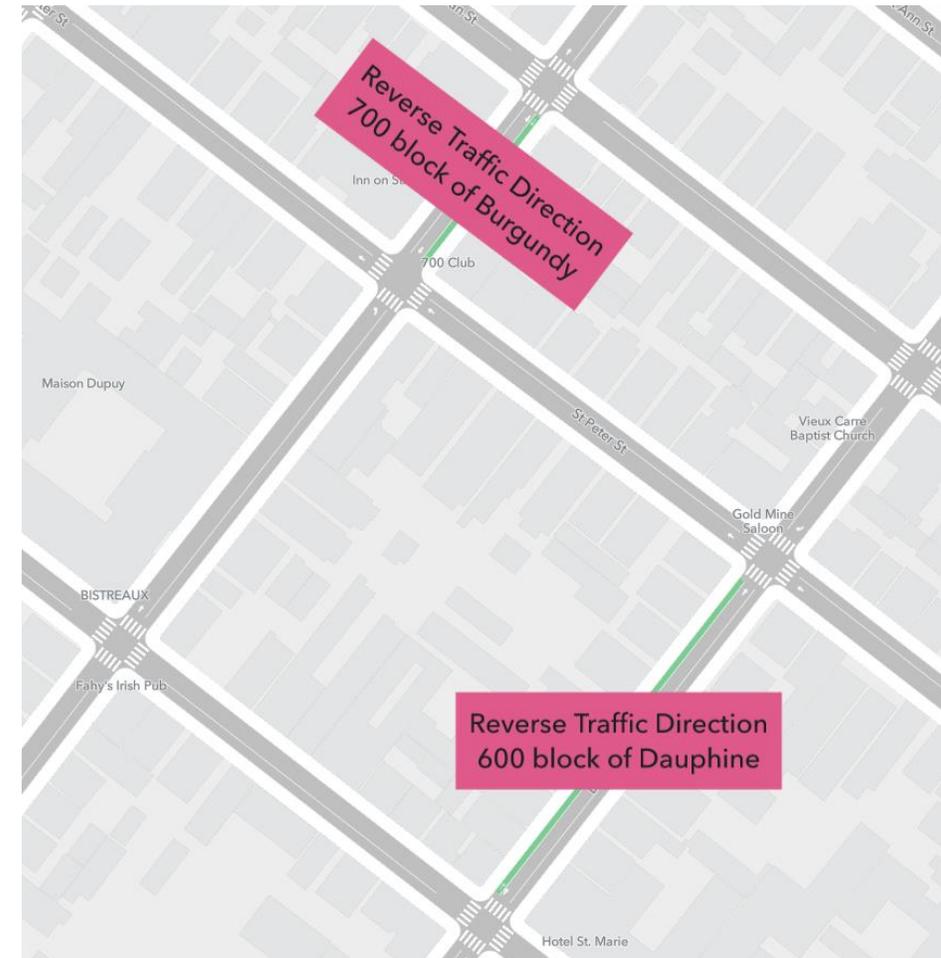
- 12 – Dauphine
- 13 – Royal
- 14 – Decatur
- 15 – N. Peters



Reduce Cut-Through Traffic

Refined Concept

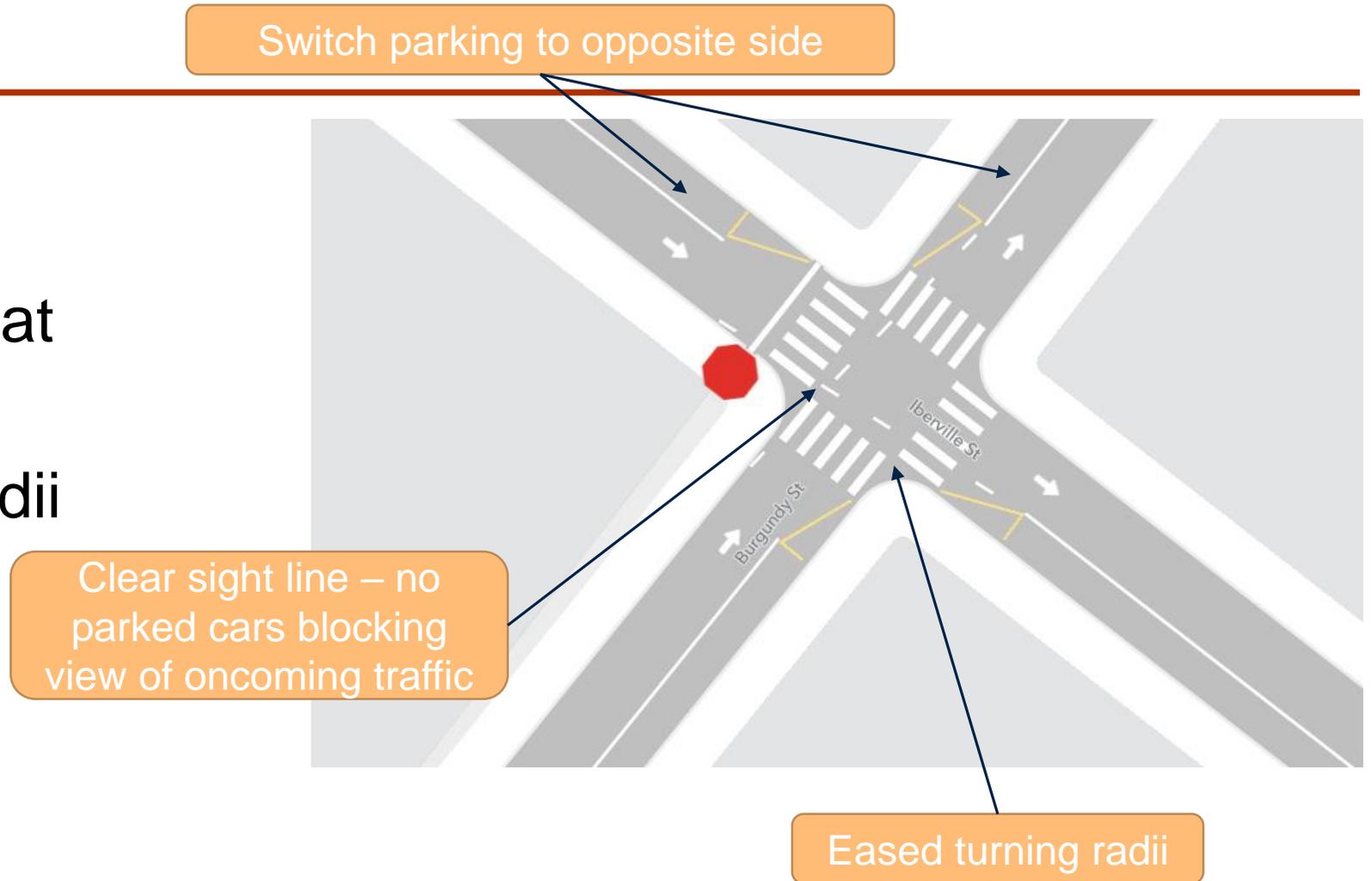
- Reverse motor vehicle direction
 - 700 block of Burgundy
 - 600 block of Dauphine
- Provide contraflow bike lane
- Maintains local access, prevents through traffic



Alternate On-Street Parking

Refined Concept

- Traffic calming
- Clear sight lines at intersections
- Eased turning radii for legal sized vehicles



Breakout Rooms

Discussion and Feedback

- Review concept in Remix and leave comments/questions.
- Discussions and questions via chatbox and audio

Facilitators

- Joanna Farley, City Planning Commission
- Louis Haywood, Department of Public Works
- Dan Jatres, Office of Transportation
- Django Szilagi, Health Department

Breakout Room Recap

Wrap Up and Next Steps

How can you engage?

View the charette presentation and recordings www.nola.gov/mayor/french-quarter-pedestrianization

Complete the Concept Survey (by March 31, 2021)

- Survey: <https://forms.office.com/Pages/ResponsePage.aspx?id=hfTLCCLccAkqalQ3ZtFuf9z48Efz6tHZBqEDbfq-8cJtURDdSQVJaRVJRWUpRQVJUN1dXVFE1SUIWSy4u>

Provide Feedback via Remix (by March 31, 2021)

- Concepts: <https://platform.remix.com/streets/plan/f0b6bb8c?latlng=29.95522,-90.06109,17>

Wrap Up and Next Steps

How will the City move forward?

Collect and review feedback from charette through March 31, 2021

Develop a refined proposed informed by charette feedback

Implement the Neighborhood Slow Zone

Next charette: N. Rampart Street (Date TBD)

Learn more at:
www.nola.gov/mayor/french-quarter-pedestrianization

Provide Feedback
roadwork@nola.gov

Survey:
<https://forms.office.com/Pages/ResponsePage.aspx?id=hfTLCCLccAkqalQ3ZtFuf9z48Efz6tHZBqEDbfq-8cJtURDdSQVJaRVJRWUpRQVJUN1dXVFE1SUIWSy4u>

Remix Slow Quarter Concept: <https://platform.remix.com/streets/plan/f0b6bb8c?latlng=29.95522,-90.06109,17>